

MAY 16, 1952

AUTOSPORT

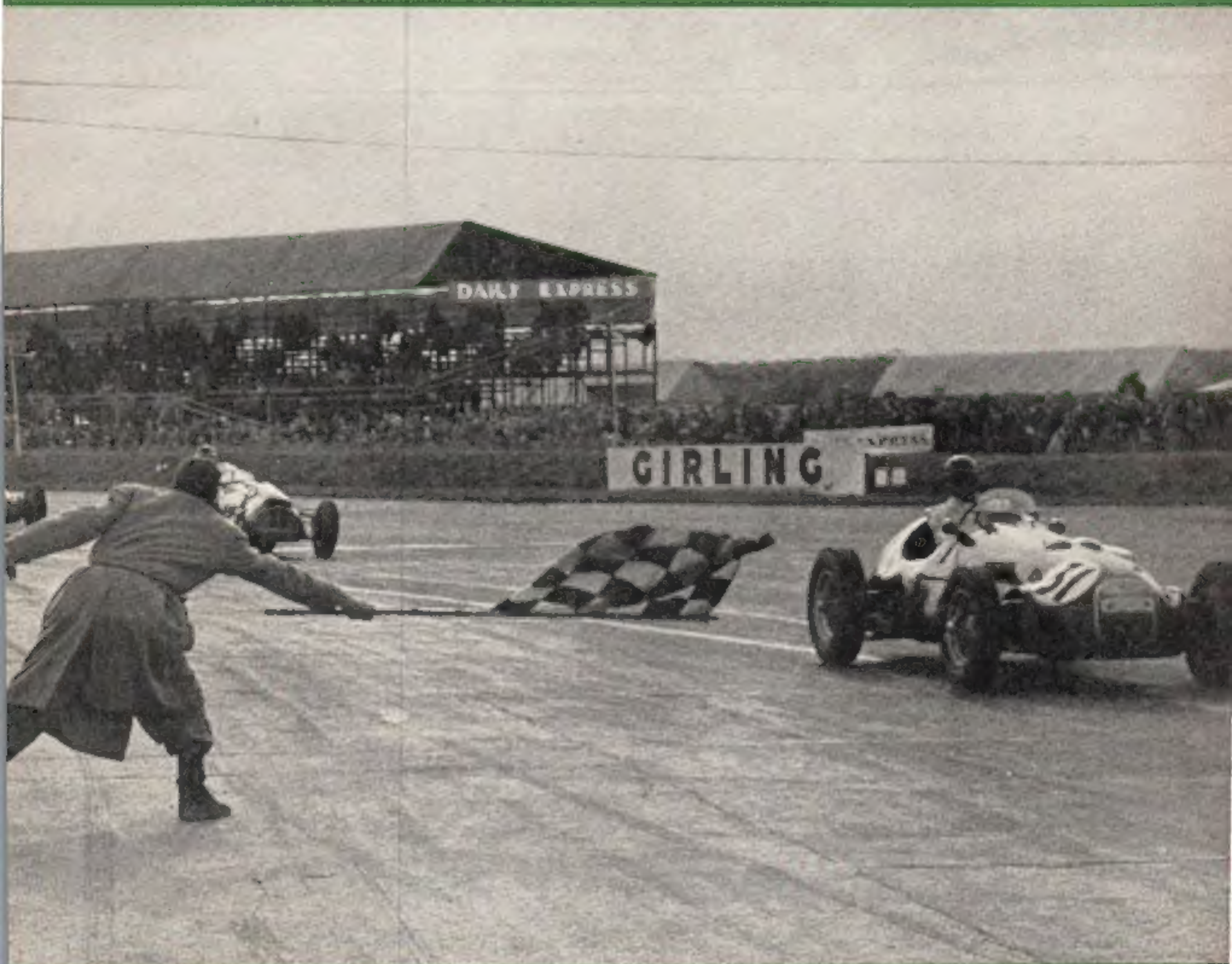
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EVERY FRIDAY

Vol. 4

No. 20

BRITAIN'S MOTOR SPORTING WEEKLY



SPECIAL SILVERSTONE NUMBER

SILVERSTONE

Daily Express International Meeting

JAGUAR

1ST & OUTRIGHT WINNER TOURING CAR RACE

(Stirling Moss, Jaguar Mk. VII Saloon)

Average speed of 75.41 m.p.h. Fastest Lap of Race 76.36 m.p.h.

1ST & OUTRIGHT WINNER SPORTS CAR RACE

(Stirling Moss, Jaguar XK120 'C')

Average speed of 84.02 m.p.h. Fastest Lap of Race 87.08 m.p.h.

(Subject to Official Confirmation)



B.R.D.C.
DAILY EXPRESS
INTERNATIONAL
TROPHY MEETING
SILVERSTONE



PRODUCTION SPORTS CAR RACE

Class E for cars over 1,500 c.c. and up to 2,000 c.c.

1st R. Salvadori - - - **FRAZER-NASH**
 2nd T. A. D. Crook - - - **FRAZER-NASH**
 3rd D. A. Clarke - - - **FRAZER-NASH**

Class D for cars over 2,000 c.c. and up to 3,000 c.c.

1st Reg. Parnell - - - **ASTON MARTIN**
 2nd G. Abecassis - - - **ASTON MARTIN**
 3rd L. Macklin - - - **ASTON MARTIN**

Team Prize:

The ASTON MARTIN Team driven by Reg. Parnell, G. Abecassis and L. Macklin

PRODUCTION TOURING CAR RACE

Class E for cars over 1,500 c.c. and up to 2,000 c.c.

1st T. A. D. Crook - - - - **BRISTOL**
 3rd P. B. Buckley - - - - **BRISTOL**

Team Prize:

The BRISTOL Team driven by T. A. D. Crook, P. B. Buckley and R. Salvadori

(Subject to Official Confirmation)

all used

K.L.G.

sparkling plugs

one of the **SMITHS** *accessories for better motoring*

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor : GREGOR GRANT

Vol. 4. No. 20.

May 16, 1952

Assistant Editor - C. POSTHUMUS
Chief Photographer - GEORGE PHILLIPS
North of England - FRANCIS N. PENN
Continental Correspondent - GERARD CROMBAC

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EDITORIAL

LAST week-end this country saw what amounted to an unprecedented occurrence. Practically the entire front page of the *Sunday Express* was devoted to the big meeting at Silverstone, and banner headlines announced "BRITAIN BEATS THEM ALL". Due tribute was paid to Lance Macklin and Tony Rolt, together with their winning H.W.M.s, whilst the triple victories of Stirling Moss in Jaguars were given great prominence, as was S. Lewis-Evans's surprise win in the Formula 3 race. For motor-racing is now big news, and none realize it more than the editors of the national newspapers. The presence of a crowd of 125,000 at the B.R.D.C. *Daily Express* International Trophy meeting is sufficient proof that the Sport is rising on the crest of a wave of ever-increasing popularity. Last year's Jaguar victory at Le Mans, Allard's success in the 1952 Monte Carlo Rally, Wharton's Tulip Rally win, and now the H.W.M. triumph in an International Formula 2 race, have caused thousands of people to realize that Great Britain is no longer the "also-ran" it once was in the field of international motor sport.

Nevertheless, what we wish to see more than anything else is a British victory in either Formula 1 or 2, when faced by the formidable factory-raced cars of Scuderia Ferrari. Formula 3 is entirely dominated by the green cars of Great Britain, but in the "upstairs" formulae it is a different story. B.R.M. may, or may not, obtain real opposition at Albi on 1st June, but in major Formula 2 events, our H.W.M.s meet the full strength of Ferrari, Gordini and others.

There is little doubt that Lance Macklin's victory at Silverstone has done much for our racing prestige, whilst Mike Hawthorn's heat win will not go unnoticed by critical Continental observers. Race organizers abroad gladly accept H.W.M. as providing first-class opposition, although Cooper-Bristol has yet to be seen in a Continental event. In the meantime there are other green cars being developed, and if genuine enthusiasm and real engineering ability are anything to go by, this country has plenty of promising material. As for drivers, AUTOSPORT has never been slow in pointing out that it is not necessary to be born abroad, to become capable of handling a racing-car. Given the opportunity, there are several young men who would, in time, take their place amongst the great names of motor-racing.

* * *

WE learn with satisfaction that the R.A.C. will shortly issue an announcement concerning the ban on retreaded and remoulded tyres in speed events. It is expected that such tyres by certain named and reputable manufacturers will be permitted in competitions of the sprint type, possibly those where cars run singly.

OUR COVER PICTURE

AT LAST!—A British car and a British driver triumph in an important International Formula 2 race. Lance Macklin (H.W.M.) receives the chequered flag from Kenneth Evans after his brilliant victory in the B.R.D.C. "Daily Express" International Trophy Race at Silverstone.

PIT AND PADDOCK

GENOVA G.P. for Formula 2 cars, scheduled for 11th May, was cancelled; likewise the G.P. for Formula 1 cars at Modena, due on 22nd May.

CLAUDE TIPPER, well-known artist and 500 c.c. driver, is off to do a Continental tour of 8,000 miles—in a Bond Minicar. He plans to see as many races as possible.

LUIGI FAGIOLI is to drive one of the official works Mercedes-Benz entries at Le Mans next month. The Italian veteran was, of course, a member of the Mercedes G.P. team from 1934 to 1936, winning many races.

We did George Abecassis an injustice in last week's issue. Apparently it was Reg Parnell's Aston Martin which went off the road in the Mille Miglia—following a burst tyre. George's retirement was due to clutch trouble.

WHILST on an apologetic note, let's say here and now that Geoffrey Richardson's R.R.A. has suspension of his own design—and not that of Richards's as we stated.

AMONGST the ingenious private "grandstands" at Silverstone was one constructed entirely from biscuit tins filled with sand. We were sorry for the unfortunate spectators placed directly behind this edifice.

ROUND the circuit TV, with receivers placed in the stewards', guests' and members' enclosures was an outstanding success at Silverstone—so was the hospitality extended by the *Daily Express*.

PRESENTATION: Sydney Allard, on behalf of the R.A.C., presented Wally Waring with the Trials Championship Trophy at a pleasant little function held in the R.A.C. last week. Amongst those present were the Duke of Richmond and Gordon, Sir Algernon Guinness, Mr. Wilfrid Andrews and a few members of the R.A.C. Competitions Committee.

SQUEEZED OUT.—Owing to pressure on space, certain regular features, including correspondence, and also some reports are unavoidably held over this week.

LIEUT.-COL. M. W. H. HEAD (XK 120 Jaguar) won the over 2-litre class in last Sunday's Finnish G.P. for sports-cars.

STIRLING MOSS will be driving for the H.W.M. team in the Swiss Formula 2 Grand Prix on Sunday.

YELLS DEPT. To Mr. and Mrs. Alan Rogers—a son, Jeremy, on 9th May. Jean Rogers's only grouse is that he yelled right in the middle of the Silverstone broadcast!



SPORTING OFFER: Derek Annable, one of the promising school of younger 500 c.c. drivers, has offered his Kieft to Stirling Moss for the Luxembourg G.P. Moss's Kieft was wrecked in a multiple pile-up at Brussels last Sunday.

CHARTERHALL RACING

THE Winfield Joint Committee's closed invitation meeting at Charterhall airfield circuit, Berwickshire, on 31st May, has attracted an excellent entry, including Reg Parnell (Maserati), Dennis Poore (Alfa Romeo), Gillie Tyrer (BMW), Joe Kelly (Alfa), Walton (Frazer-Nash), Flockhart and Sutherland (E.R.A.s), Mike Hawthorn (Cooper-Bristol) and W. A. Dobson (Ferrari and Jaguar).

PRESCOTT ON SUNDAY

THE Bugatti O.C. have received a fine total of 95 entries for their National Hill-climb at Prescott on Sunday. The meeting begins with the sports-car runs at 11 a.m., entrants including Bert Hadley in a works Jowett Jupiter, Oscar Moore's H.W.M.-Jaguar, Ron

THE "AUTOSPORT" £200 CHAMPIONSHIP

Stirling Moss (Kieft) Takes Lead from Charles Headland (Kieft)—S. Lewis-Evans (Cooper) in Hot Pursuit

LAST Saturday's big Silverstone race saw Stirling Moss (Kieft) establish a new lap record for 500 c.c. cars for the revised circuit, thus collecting two bonus points. He also gained three points for his third place. S. Lewis-Evans (Cooper) received seven points for his win, and thus moves up to third place—one point behind Charles Headland (Kieft). Les Leston now appears both in seventh and ninth places, with his non-series-built Leston Special, and a Cooper respectively. This week-end sees the hunt for marks continued at Boreham on Saturday, and Brands Hatch on Sunday.

Driver	Car	Pts.
1. Stirling Moss	Kieft	19
2. Charles Headland	Kieft	16
3. S. Lewis-Evans	Cooper	15
4. Ninian Sanderson	Cooper	9
5. Don Parker	Kieft	8
Alan Brown	Cooper	8
6. George Wicken	Cooper	7
7. André Loens	Kieft	4
Les Leston	Leston Spl.*	4
8. Tom Leigh	Cooper	3
Donald Beauman	Cooper	3
Don Truman	Cooper	3
9. Les Leston	Cooper	2
L. Lewis-Evans	Cooper	2
Jack Westcott	Kieft	2
John Coombs	Cooper	2
10. R. A. Bicknell	Revis*	1
D. F. Annable	Kieft	1

* Qualifies for Non-Series-Car Award.

Willis's BMW-Bristol and Gerry Ruddock with a Lester-M.G.

Amongst the racing-car runners in the afternoon are J. A. Bassett, Trengwainton record holder, driving his newly acquired Steyr-Allard, Michael Christie (Cooper), Poore's Alfa Romeo, Betty Haig (Cooper) and Stubberfield (Bugatti). Peter Walker may also compete with his E.R.A.

CIRCUIT OF BORDEAUX

RUN as a sports-car regularity race in six categories, the Circuit of Bordeaux on 4th May saw class victories scored by Pagnibon (Ferrari), Farnaud (Ferrari), Picard (Porsche), Bonnet (Dyna-Panhard), Veillet (Porsche) and Domingue (Dyna-Panhard). The British driver Wyndham Hewitt, in a Frazer-Nash, finished second to Farnaud in the 1,500—2,000 c.c. class event.

SPORTS - NEWS

KEN CARTER'S BRUSSELS WIN

Formula 3 Race Spoiled by Multiple Crash Involving Practically Entire Entry of Heat 2

DRIVING his Cooper-Norton, Ken Carter won his heat and the final of the Grand Prix of Brussels for Formula 3 cars. The 1950 Coupe du Monde winner, also made the fastest lap. In heat 2, there was a crash involving several cars, caused by Lex Beels (Beels-J.A.P.) who revolved in the path of oncoming cars, on a greasy stretch of the road in the Brussels Park, just past the grandstand.

Stirling Moss (Kieft-Norton), after a bad start, was coming through the field and had to brake hard to avoid the Dutch car. The Kieft swerved violently, collided with the straw bales, and somersaulted. Then came almost unbelievable chaos. Cars arrived and crashed into each other, those involved included Johnnie Claes (Cooper-J.A.P.), Austen May (Cooper-J.A.P.), Charles Headland (Kieft-Norton), Dennis Taylor (Arnott-Norton), Liagre (D.B.), George Buytendyk (Cooper-J.A.P.) and several others.

Oddly enough, no one was badly hurt, although several spectators fainted, and one was struck on the leg. Moss's car was completely wrecked, and the majority were severely damaged. Liagre and

Taylor managed to extract their machines from the wreckage, and follow the leader, Alan Brown, who had passed through before the incident happened. None of the remaining cars were able to be used again, except Van Hauw's D.B.—the four survivors going forward to the final.

Carter, after a brief battle with Eric Brandon and Alan Brown, went on to win the final. Brandon retired with engine trouble, and Brown just couldn't catch the Sidcup man and became involved in a fierce dice with Les Leston (Cooper-Norton).

The crash may have serious repercussions in next Thursday's G.P. of Luxembourg, as several of the damaged cars were entered, including the Kiefts of Moss and Headland.

RESULT

1, Ken Carter (Cooper-Norton), 31 mins. 30.4 secs. (76.25 m.p.h.); 2, Alan Brown (Cooper-Norton), 32 m. 23 s.; 3, Les Leston (Cooper-Norton), 32 m. 35 s.; 4, Pim Richardson (Beels-J.A.P.), 2 laps behind; 5, Liagre (D.B.), 3 laps; 6, Van Hauw (D.B.), 3 laps; 7, Dennis Taylor (Arnott-Norton), 3 laps; 8, Haullet (Kahn), 3 laps; 9, Gottgens (Cooper-J.A.P.), 10 laps; 10, Van den Brempt (V.S.M.).

FORMULA 1 RACE AT ALBI

ON 1st June the Albi G.P. for Formula 1 cars will take place over the Circuit des Planques. Nominations so far received by the organizers include two B.R.M.s, to be driven by Fangio and Froilan Gonzalez, who replaces Stirling Moss, due to drive at Monaco the same week-end; two works 4½-litre Ferraris (drivers not officially settled as yet), Louis Rosier (Ferrari), Trintignant and Giraud-Cabantous (4½-litre Talbots) and two Gordinis, one the new 2-litre; drivers, Bira and Behra.

B.R.D.C. EMPIRE TROPHY

Excellent Entry Assured for Isle of Man Sports-car Event

IT is expected that the final list of Iacceptances for the B.R.D.C. British Empire Trophy on 29th May, will contain the names of 30 prominent drivers, including Stirling Moss (Type C Jaguar), Cliff Davis (Cooper-M.G.), Mike Hawthorn (Cooper-M.G.), Geoff Duke (DB3 Aston Martin), Bob Gerard (Frazer-Nash) and Pat Griffith, who so nearly won the event last year.

The race this year has been increased from 138 to 200 miles (52 laps), and there are classes for cars of up to 1,500 c.c., 1,501-3,000 c.c., and over 3,000 c.c., handicapped four credit laps, one credit lap, and scratch respectively.

BOREHAM—TOMORROW

AMONGST the entries received for the West Essex C.C.'s opening meeting at Boreham on 17th May are: Dennis Poore (Alfa Romeo), Tony Rolt (Delage Spl.), Graham Whitehead (E.R.A.), Sydney Allard (Allard), Jack Fairman (Allard), Lionel Leonard (Cooper-M.G.), Jim Mayers (Lester-M.G.), Bill Black (Connaught) and Eric Thompson (DB3 Aston Martin). The Formula 3 entries include Don Parker (Kieft), Paul Emery (Emeryson), Charles Headland (Kieft), Don Gray (Cooper), George Wicken (Cooper), C. G. Arengo (Arengo) and the Arnott team. Mike Hawthorn (Cooper-Bristol) is a last-minute entry.

High spot of the meeting will be the Tim Birkin Memorial Trophy race for older Bentleys. Racing commences at 1.30 p.m.

SO THAT'S WHERE THEY WERE!

Works Ferraris Win at Naples

GIUSEPPE FARINA, whom we were glad to believe was indisposed following his accident at Marseilles, and was, in consequence, absent from Silverstone last week-end, proved his fitness in no mean manner by winning Sunday's Naples G.P. for Formula 2 cars at record speed with a four-cylinder Ferrari. The race was run over 60 laps of the sinuous Posillipo street circuit, making a total distance of 152½ miles.

Farina led from the start, with Piero Taruffi on a second Ferrari following. André Simon of France, given the wheel of the third works "four", drove well to hold third place, but eventually retired, and

Louis Rosier (Ferrari) moved up. The French champion then met trouble and was passed by Gianfranco Comotti in a 12-cylinder Ferrari of the Scuderia Marzotto. Sighinolfi, another member of this stable, crashed at a corner and was removed to hospital. Farina eventually won by nearly 2 mins. from Taruffi, with Comotti third.

RESULTS

1, G. Farina (Ferrari), 152.7 miles in 2 hrs. 19 mins. 40 secs., 65.62 m.p.h.; 2, P. Taruffi (Ferrari), 1 min. 49 secs. behind; 3, G. Comotti (Ferrari), five laps behind; 4, Rosario (Fiat-Stanguellini); 5, Rosier (Ferrari); 6, Ruggero (Maserati). Fastest lap: Farina (Ferrari), 2 mins. 15.1 secs., 67.84 m.p.h.

AUTOSPORT, MAY 16, 1952

MILLE MIGLIA

WINNER: (Left) Giovanni Bracco crosses the line with his 2.7-litre Ferrari coupé, to win the 1952 Mille Miglia at over 79 m.p.h.

BEST BRITISH: (Below) Leslie Johnson and Bill McKenzie (Nash-Healey), who were highest placed of the British cars, and finished in seventh position in the general classification.



GERMAN STAR: (Above) Karl Kling (Mercedes-Benz) with his wife, and co-driver Klenk. Kling led for a considerable distance and finally finished second. The small megaphone hanging from Klenk's shoulders was used for communication during the race.

SPORTING ATTEMPT: (Right) Ernest and Betty Stapleton in their pre-war Aston Martin, the oldest car in the Mille Miglia. Tommy Wisdom's 1950 DB2 saloon, won the over 2-litre touring category.



MID-SURREY GRAND CUP TRIAL

"Specials" Gain the Day at Pirbright Heath

ON Sunday, 4th May, the Mid-Surrey A.C.'s Grand Cup Trial was held over W.O. ground at Pirbright, where great pains had been taken to devise a series of hills and special tests which would even out the chances of the touring classes against those of the Trials specials.

Heavy rains during the previous week, and on the day of the event, however, completely turned the tables, and it was thus left to the Ford Specials of A. F. Erskine and D. Campbell, together with D. Read's Dellow, to get round clean, in spite of the extra hill, taken only by the sports-car classes.

In the first test, a forwards and reverse affair, at four cross roads, Erskine made the best time, but was closely followed by G. Lewis (Sunbeam-Talbot) and R. Gascoigne-Pees (Ford Prefect).

Test 2 was the main feature of the event, and in it competitors had to make two laps of an approximate 300-yard circuit, and then a further two in a time 25 per cent. less than the first. Marking was dependent on the time for the first laps, and to a larger extent, on any variation from the required time for the second two. Most competitors were too fast on their first runs, and over the wet circuit, some quite lurid slides accompanied the efforts to make the necessary time reduction.

However, Gascoigne-Pees, Lewis and Campbell, and E. J. Axton (Standard) had matters well in hand, and recorded performances comfortably ahead of the rest.

The first observed section was little affected by the conditions, and of the touring classes, Lewis, Axton and W. A. Undery (Vauxhall) were good, and E. L. Mungeam (Austin 10) slower but equally sure. Gascoigne-Pees unexpectedly stopped, which misfortune cost him an undoubted place in the awards list.

Section 2 was again unaffected and caused little trouble. At this stage, the touring classes were in the ascendancy, but the next five observed sections, which under normal conditions should have been within their capabilities, quickly turned the tables, and car after car came to rest, spinning wheels on the rain-sodden surfaces. So bad were the conditions that only three clean climbs were recorded in all, except for the Erskine, Campbell and Read trio.

Determined efforts rewarded by one climb apiece were made by the two Frazer-Nashes of O'Connor and Major, and L. A. Ashby's Jowett twin.

The next test, a timed restart, reverse and restart, again defeated all except G. H. Pellett (Railton), Erskine and Read. Finally came a wiggle-wobble out and return test, where Campbell made the best time, closely followed by Erskine, Read, O'Connor, Gascoigne-Pees, and very creditably Mungeam's 1934 Austin 10.

O'Connor's Frazer-Nash deposited his first gear chain neatly on the starting line in characteristic style, and Marchington's B.S.A. with f.w.d. was very neat but hampered by lack of grip.

PROVISIONAL RESULTS

Sopwith Cup for best performance: 1, A. F. Erskine (Ford Special), Class 2, 9.2 marks lost; 2, D. Read (Dellow), Class 2, 19.1; 3, D. Campbell (Ford Special), Class 2, 21.4.

Class 1, sports and open cars up to 1,100 c.c.: 1, D. W. Price (Riley), 55.2.

Class 3, touring and closed cars: 1, G. Lewis (Sunbeam-Talbot), 34.1; 2, W. A. Undery (Vauxhall), 37.2; 3, E. J. Axton (Standard), 38.3.

Novices' Prize: P. Major (Frazer-Nash), 42.8.

CLOSED CASTLE COMBE MEETING

TAPP'S BUCKLER TAKES A "DOUBLE"

THE Bristol M.C. and L.C.C.'s second meeting of the season at Castle Combe was a combined motor-cycle and car meeting, run in almost continuous rain. Nevertheless, despite appalling racing conditions and a scanty gathering of club members and friends, some good racing was seen.

The first car race was a three-lapper for 1,200 c.c. sports-cars, in which the Bucklers of Tapp and Buckler took a firm lead, followed closely by Edwards' Ford. There were nine starters and no retirements.

Results

1, G. Tapp (Buckler), 5 mins. 42.6 secs. (58.1 m.p.h.); 2, C. D. F. Buckler (Buckler), 5 mins. 44 secs.; 3, W. L. Edwards (Ford), 5 mins. 45.6 secs.

Fastest Lap: Tapp, 1 min. 45 secs. (63.08 m.p.h.).

The next event was for 1½- and 2-litre sports-cars over three laps. Out of eight starters, Bickerton (Frazer-Nash) retired on the first lap and Auty (H.R.G.) on the second, after gyrations at Camp Corner. Nancy Mitchell (H.R.G.), managed to split the Buckler partnership, taking second place.

Results

1, G. Tapp (Buckler), 5 mins. 36.6 secs. (59.4 m.p.h.); 2, Nancy Mitchell (H.R.G.), 5 mins. 42.8 secs.; 3, C. D. F. Buckler (Buckler), 5 mins. 43 secs.

Fastest Lap: Tapp, 1 min. 51 secs. (59.68 m.p.h.).

The 500 c.c. race over 10 laps drew an excellent entry of 15, Les Leston winning and putting in fastest lap on his fourth, seventh and ninth rounds at equal speeds. There were more than 50 per cent. retirements during the race, largely due to rain getting into the cars' vitals.

Results

1, L. Leston (Leston-Norton), 16 mins. 57.2 secs. (65.2 m.p.h.); 2, C. Lones (Tiger Kitten-J.A.P.), 17 mins. 1.8 secs.; 3, D. F. Annable (Kieft-J.A.P.), 17 mins. 39 secs.

Fastest Lap: Leston, 1 min. 39 secs. (66.91 m.p.h.).

Six cars started in the unlimited sports-car race. Boston's Healey and Pritchard in Beauman's Jaguar fell by the wayside, and Salvadori made fastest lap but couldn't catch the white Jaguar of Hemsworth.

Results

1, J. L. Hemsworth (Jaguar), 4 mins. 49.6 secs. (69 m.p.h.); 2, R. Salvadori (Jaguar), 4 mins. 52 secs.; 3, T. Moore (H.W.M.-Jaguar), 4 mins. 59 secs.

Fastest Lap: Salvadori, 1 min. 35 secs. (69.73 m.p.h.).

The 750 c.c. Formula, 3 lap event attracted 11 runners and again the placemen made fastest lap.

Results

1, F. J. Tiedeman (Austin 750), 6 mins. 12.8 secs. (53.4 m.p.h.); 2, L. L. West (Austin 750), 6 mins. 14 secs.; 3, R. H. Grimsley (Austin 750), 6 mins. 19 secs.

Fastest Lap: West, 1 min. 59 secs. (55.67 m.p.h.).

In the 10-lap *Formule libre* race Salvadori again made fastest lap but by far the most outstanding performance was that of Barclay in Beauman's Cooper, who chased Moore from start to finish.

Results

1, O. Moore (H.W.M.-Jaguar), 16 mins. 2 secs. (68.99 m.p.h.); 2, M. Barclay (Cooper), 16 mins. 9.8 secs.; 3, R. Salvadori (Jaguar), 16 mins. 10.2 secs.

Fastest Lap: Salvadori, 1 min. 33 secs. (71.22 m.p.h.).

The last event of the day was the Vintage and Post-Vintage Handicap over three laps. By good handicapping the scratch man fought the field to win, and deservedly so.

Results

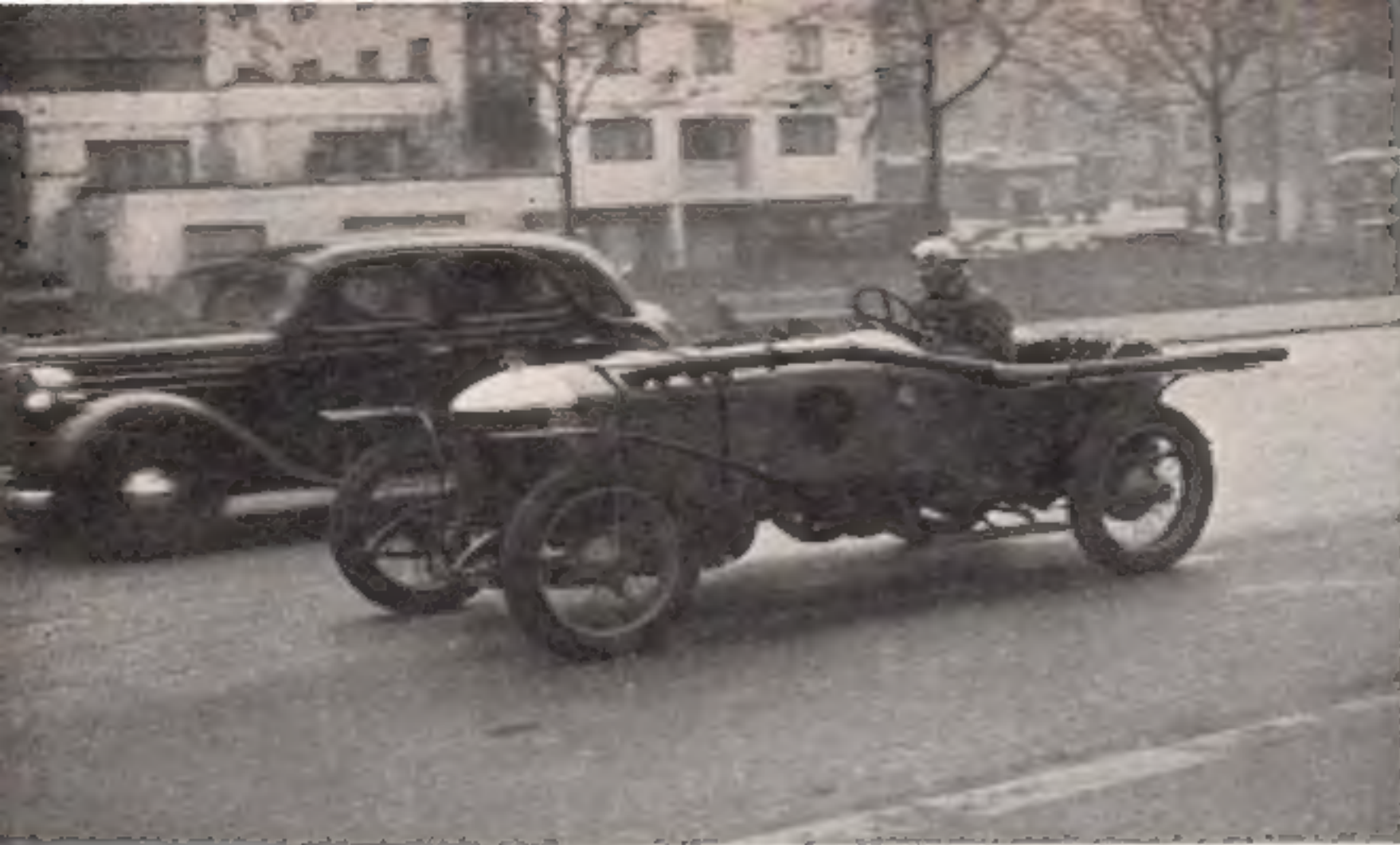
1, R. Bickerton (Frazer-Nash), 5 mins. 34.2 secs. (59.14 m.p.h.); 2, G. L. Auty (H.R.G.), 5 mins. 37.6 secs.; 3, B. Fitzwater (Frazer-Nash), 5 mins. 43 secs.
B. E. C.

FRENCH SPORTING TRIAL

THE London M.C. have now issued regulations for the first French Sporting Trial, to be held at Annecy, Haute Savoie, on Sunday, 22nd June. This is a closed trial and team competition, run in collaboration with the A.C. du Mont Blanc, and is intended to serve as an introduction and demonstration of sporting trials to the Continent. Sydney Allard and David Price will act as stewards, A. G. Imhof will be Clerk of the Course, Maurice Wick is Scrutineer, and Marcel Becquart is to handle spectator control.

Trials H.Q. will be the Hotel des Trésimes, Annecy, where accommodation for 36 drivers and passengers is being provided gratis. Up to 50 entries will be accepted (closing date, 3rd June), and accommodation at the aforementioned hotel will therefore be on the "first come, first served" principle. The course is on private ground in the Rue des Maquisarts, Annecy, and order of starting will be decided by ballot in Britain before the day of the trial.

Full details of the event are available from the Secretary of the Meeting, F. Dennis Dent, of 28 Alexander Avenue, Brondesbury Park, N.W.10.



AUTOSPORT, MAY 16, 1952

HYDE PARK: Bonk! Bonk! Bonk! Lord Charnwood tooling along at the legal 20 m.p.h. limit, at a few hundred r.p.m. on the high-g geared Delage.

Obviously, a simple water jacket will entirely overcome this problem, but at present unequal distribution makes it impossible to get the right mixture to all the cylinders. Nevertheless, I feel that my original estimate of an 80 m.p.h. maximum will not be far wide of the mark, for even now, 70 m.p.h. is available.

To some of my more *blasé* readers, "70" may not sound much. Try to imagine, though, that slim, low bonnet in front of you, and the long-stroke three-litre engine bellow-

Edwardian Journey

By John Bolster

An Account of the Maiden Trip of the Rejuvenated "Coupe de l'Auto" Delage

AMONG the many rebuilds that were undertaken last winter, none was more ambitious than John Bland's effort on the Coupe de l'Auto Delage. When Lord Charnwood acquired this historic car, he had it stripped right down to the last nut and bolt, and all the highly stressed components were put on the crack detector. Readers may remember the technical article I wrote on it at that time, and the fine set of pictures which George Phillips took of its internals.

Now it has all been reassembled, and it is genuinely in as perfect condition as when it won the great French race. From its fierce brass bull-nosed radiator to the end of its enormous exhaust pipe, it has a thoroughbred look of fitness for purpose, that has seldom been equalled. Thus, when the owner—let's call him John to distinguish him from John Bland and John Bolster—asked me to go as his mechanic to the Vintage Silverstone, I accepted with alacrity. The occasion marked the launching of "Denise", the Delage, into racing after 42 years of retirement, and if no bottles were broken over the radiator to celebrate this fact, it was only because we had a much better use for them.

When we left London on the Friday morning, John, senior, drove the Delage, and I was Jaguar mounted. Denise was in touring trim, which means that a little perforated gadget was put into the end of the exhaust pipe, but otherwise she was exactly as raced by Bablot in 1911, including the long, narrow mudguards. She behaved impeccably in the heavy traffic, and soon we were out on A5, and going great guns. After a stop for carburettor tuning, I took the wheel, and at once I felt as though I had driven the car for years.

On this occasion, the performance was a little below par, because pool petrol will not vaporize readily in a long, unheated induction system,

ing its song of defiance. The five-speed gearbox could not be easier to change, and after getting into the 60s on the direct fourth, the overdrive can be dropped in. Instantly, a high scream, as thrilling as the howl of a Mercedes supercharger, pours from the box, and when 70 m.p.h. comes up, the rev-counter indicates just 1,750 r.p.m. As one crouches in the narrow cockpit, and watches those front tyres, of almost bicycle section, skimming along the road, one somehow feels that nobody can ever have driven so fast before. Rode the Valkyries never so.

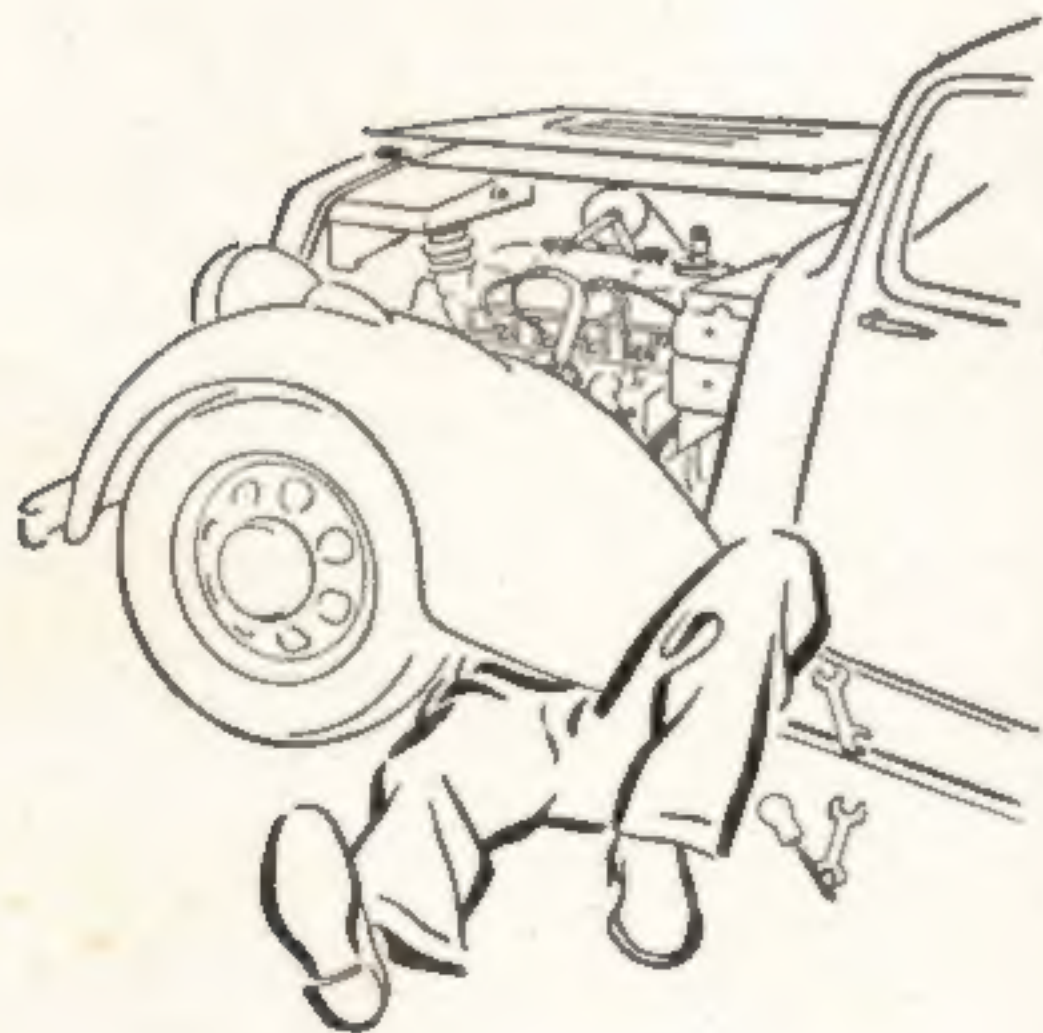
The chassis is exceptionally rigid for an Edwardian, and the road-holding and cornering are good by any standards. Certainly, it is necessary to remember that only rear wheel brakes are fitted, but the stopping distance is surprisingly

SILVERSTONE: John Bolster and Barclay Inglis, with Lord Charnwood in the driving seat of "Denise", at the start of the Vintage S.C.C.'s Itala Trophy race on 3rd May.



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NEWS FROM THE CLUBS

STAVERTON SPEED TRIALS

CHELTENHAM M.C. are staging speed trials at Staverton Park (on Cheltenham-Gloucester road, A.40—about four miles from Cheltenham) on 25th May. There will be classes for racing-cars up to 500 c.c. (U/s) and 500 c.c. (S), 1,101-2,000 c.c. (U/s) and 1,100 c.c. (S), and over 2,000 c.c. (U/s) and over 1,100 c.c. (S). There will also be sports-car classes, up to 750 c.c. (U/s), 751-1,100 c.c. (U/s) and 750 c.c. (S), 1,101-1,500 c.c. (U/s) and 751-1,100 c.c. (S), 1,501-2,500 c.c. (U/s) and 1,101-1,500 c.c. (S), over 2,500 c.c. (U/s) and 1,500 c.c. (S). There will also be three saloon-car classes. The event starts at 1 p.m.

FIGHT CLUBS SILVERSTONE

ADDITIONS to the supplementary regulations for the Eight Club's race meeting at Silverstone on 7th June are: **Fuel:** Despite statement in the regulations that fuel will not be available at the circuit arrangements have been made with Shell-Mex and B.P., Ltd., to have supplies of 80 octane available for competitors.

One-Hour High Speed Trials: Qualifying speeds are: Up to 1,100 c.c.: 30 laps (48.24 m.p.h.); 1,101-1,500 c.c.: 31 laps (49.85 m.p.h.); 1,500-3,000 c.c.: 33 laps (53.06 m.p.h.); Over 3,000 c.c.: 34 laps (54.67 m.p.h.).

HAGLEY SPEED TRIALS

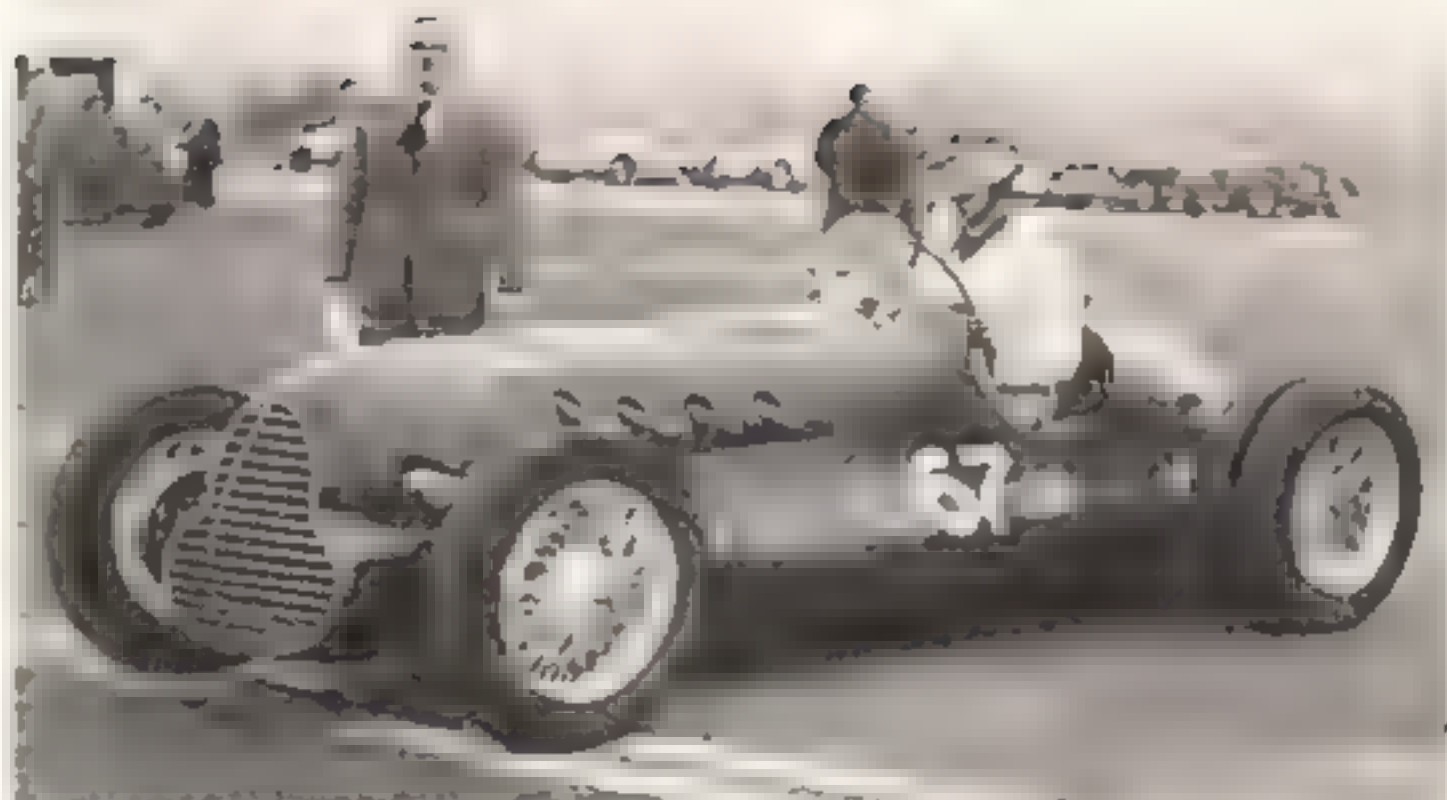
HAGLEY AND DISTRICT L.C.C. are holding closed invitation speed trials at Westwood Park, on Whit Monday (2nd June). Regulations are available from J. W. Cox, Newborough Road, Shirley, near Birmingham.

VETERAN C.C. OF GREAT BRITAIN

THE meeting of the Veteran C.C. of Great Britain, originally arranged for 11th May, has now been changed to a Biggleswade venue on 6th July. The Chester Rally (13th September) has been canceled.

ROYAL SCOTTISH A.C.

REGULATIONS are now available for the International Hill-Climb at Rest-and-be-Thankful, on 5th July, organized by the Royal Scottish Automobile Club. This event is included in the R.A.C. Hill-Climb Championship series, and B.T.D. carries a prize of £100 and *The Motor World* Trophy. Second and third fastest climbs will be awarded £50 and £25 respectively, and all class winners will collect £10. Entries close on 17th June, and forms may be obtained from A. K. Stevenson, R.S.A.C., Blythswood Square, Glasgow.



ALVIS SPECIAL: W. Goodwin's home-built Goodwin Special with super-charged 4.3-litre Alvis engine seen at the North Staffs Club's recent speed trials at Attingham

FURNESS D.M.C. JARVIS TROPHY TRIAL

THERE WERE 38 entries for the Furness District M.C.'s Jarvis Brothers Trophy Trial on 4th May, which was run as a consistency event over the three most difficult lakeland passes, namely, The Struggle, Wrynose and Hard Knott, and also as many steep hills as the organizers could find—with the exception of, as Jack Reece pointed out later, Striding Edge!

Total distance was 80 miles, and some 15 competitors missed the passage controls. Secret checks were held to see whether or not competitors obeyed instructions to "close the gates" on little-used roads.

Results were, 1, Derrick Varty (M.G.); 2, L. J. Houlter (Javelin); 3, R. L. Brown (Lea-Francis); 4, Miss K. M. Roberts (Morris); 5, G. de Relswyskon (Triumph); 6, A. Ward (Vanguard); 7, C. Johnson (Minx); 8, C. P. Bryant (Healey).

The following clubs have accepted invitations to take part in the Furness Festival Rally (21st, 22nd June). Blackpool and Fylde M.C., Cumberland S.C.C., Darlington and D.M.C., Millom D.M.C., Whitehaven M.C., and Westmorland M.C. Regulations will shortly be available from S. Powell, 41 Robert Street, Birrow-in-Furness.

LLOYD'S SPRING RALLY

A WARMING sun and blue skies welcomed the 37 starters from Lloyd's Motor Club who reported, shortly after breakfast on 27th April, to the Hilden Manor Hotel on the outskirts of Tonbridge.

Passers-by were somewhat surprised to see an impressive figure dressed in the scarlet robes and black silk hat of a Lloyd's Waiter, supervising the proceedings. Competitors, however, being more intimately connected with that centre of world insurance, recognised the glowing face of Dennis Magill, Secretary of the Meeting and Club Committee man.

Starting at 10 a.m. competitors were despatched on the road sections at minute intervals, being ushered into the main road by a platoon of most enthusiastic and helpful police. Perhaps because of this happy reminder of the Law and Highway Code, the only serious *contretemps* occurred when the Austin A70 which had been parked well off the road by Steward Ben Bowring, was savaged by an Army lorry.

This morning section was something of a busman's holiday since each competitor was required to take on the guise of an insurance broker with instructions to place a risk to the value of a mere \$2,000,000! This task could be completed by making out the requisite slip and by visiting five underwriters who

were each willing to subscribe \$400,000, but being busy men were only prepared to do so if the broker presented himself punctually within one minute of a specified time. If the broker were early or late, the sum underwritten was proportionately reduced. It is perhaps a sobering thought that the most incorrectly presented slips were those presented by Graham MacKinnon and L. S. Mackender, both notable and active underwriters in real life!

The locations of the motor club underwriters, all about 10 miles apart, were indicated by means of map references and each had to be visited in rotation. Since successive competitors were despatched to different points, some travelling clock- and others anti-clockwise, there was no question of being able to follow the car in front.

As an indication of the number of alternative routes which could be taken between points, most competitors did not encounter more than three or four others throughout the morning, which was probably fortunate as there was little room for passing in the very narrow lanes. An average speed of 22 m.p.h. for cars up to 1,500 c.c. and 25 m.p.h. for those above, had to be maintained, and a quick assessment of whether it was better to go via the direct but very secondary

(Continued on page 636)



29th MAY,
1952

The BRITISH RACING DRIVERS' CLUB

14th BRITISH EMPIRE TROPHY RACE

Douglas, Isle of Man

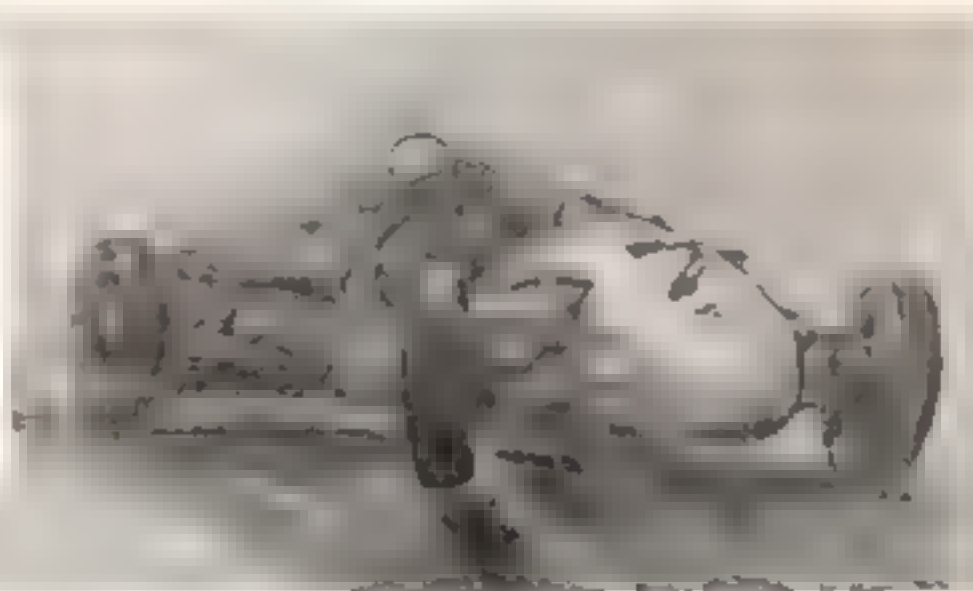
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STIRLING MOSS, high new star of the motor racing world, is pictured here driving his Kelfin when he won the 14th British Empire Trophy at Douglas. Not a heavy smoker, Stirling, who has to keep in top gear, was so much into the pleasure of smoking Craven 'A' for me, he says. I've got good reasons for smoking them.



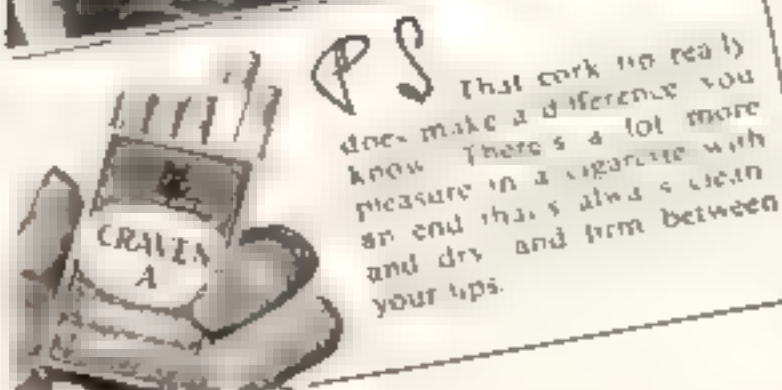
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SAYS SPEED-MERCHANT

STIRLING MOSS

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